There are also plans for construction of new integrated terminal building and extension of runway.

At Madurai Airport, extension of new apron has been completed and construction of new integrated terminal building complex for 500 passengers including two aerobridges are in progress with PDC by October, 2009. In addition, extension of runway has also been planned.

At Bagdogra airport (Siliguri), extension of apron, installation of Instrument Landing System and approach lights have been planned.

Expansion of Bhubaneswar airport

1022. SHRI RAMA CHANDRA KHUNTIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Civil Aviation department has any plan to expand the Bhubaneswar airport;

(b) if so, the details thereof;

(c) whether it is a fact that Bhubaneswar is going to be an International airport;

(d) How many other airports are in Orissa other than Bhubaneswar; and

(e) whether Government has also plan for the development of these airports to have air link to Rourkela, Sambalpur, Koraput, Mayurbhanj and Kokrajhar?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) and (c) Biju Patnaik Airport at Bhubaneswar is one of the 35 non-metro airports taken up for development and upgradation to international standards. At this airport, construction of a New Terminal Building with all modern facilities including two aerobridges at a cost of Rs. 145.54 crores to handle 800 passengers at a time has been initiated. Airports Authority of India (AAI) has also a plan for extension of apron to facilitate aerobridge stands.

(d) Other than Bhubaneswar airport, AAI maintains Jharsuguda airport in Orissa.

(e) At present, there is no such plan under consideration.

Merger of domestic and international carriers

1023. SHRI RAJIV PRATAP RUDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that both the domestic and international carriers, Indian Airlines and Air India were merged before last year to create a new entity namely National Aviation Company of India Limited (NACIL);

(b) whether the merger was to create synergy and to improve the financial and operational aspects in order to place the two companies on firm footing;

(c) whether the merger has failed resulting in huge financial losses and drop in market shares; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir.

(c) and (d) Air India is running in losses largely due to operating losses, which have been compounded due to the present economic recession as also the high oil prices last year and debt servicing of new aircraft.

On the international sectors, Air India's market share declined from 21.7% in 2007-08 to 17.7% in 2008-09, with a capacity drop of 6%. On the domestic sectors, Air India's market share declined from 17.9% in 2007-08 to 16.9% in 2008-09, with a capacity drop of 10% as against the overall industry drop of 2.2%. The drop in market share is directly related to the reduced capacity deployed by Air India on account of restructuring of its operations.

Collision at Mumbai airport

1024. SHRI N.R. GOVINDARAJAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a collision between Air India (AI) 348 with 119 passengers on board to Delhi and Jet Airways 9W651 to Kolkata with 120 passengers on board was averted at Mumbai airport on 31 May, 2009 morning;

(b) if so, the details thereof;

(c) whether Air India and Air Traffic Controller (ATC) gave different statements about this air-miss; and

(d) if so, whether Government had ordered an enquiry into this incident?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. On 31 May, 2009, an incident between Jet Airways flight JAI 615 B-737 (operating sector Mumbai-Kolkata) and Air India flight AIC 348 A-310 (operating sector Mumbai-Delhi) was averted during cross runway operations.

Take off clearance was issued to JAI 615 which was acknowledged by JAI 615 and it commenced take off from Runway-14. AIC 348 was issued line up clearance for Runway-27. Simultaneously, AIC 348 also started moving on the runway for take off. On observing Air. India aircraft commencing take off, the controller instructed AIC aircraft to hold position. JAI 615 crew who were monitoring the frequency, on assessing the situation as precautionary step rejected take off, thus the incident was averted.

(c) and (d) Yes, Sir. An enquiry conducted by DGCA has revealed that the incident had occurred due to loss of situational awareness and also Expectancy Bias by crew of Air India flight who took take-off clearance meant for Jet 615 as its own and initiated take-off.